

The Hong Kong Daily Press.

HONGKONG, TUESDAY, FEBRUARY 21st, 1888.

二月

號二十二月二英港香

PRICE \$2^{1/2} PER MONTH

NO. 9398 號八十九百三十九第

日十月初正年四十緒光

SHIPPING
ARRIVALS
February 20, Souchow, British steamer, 1,000.
J. B. Harris, Kobe 13th February, General
—BUTTERFIELD & SWINE.

February 20, YANTONG, French steamer, 2,317.
Lorrier, Shanghai 1st February, Mail
and General.—MESSAGERS MARITIMES.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
20TH FEBRUARY.

Zefira, British str., for Manila.
Daphne, German str., for Singapore.
Norden, Nov. str., for Kuching.
Fokina, British str., for Swatow.
Fookong, British str., for Shanghai.
Huanh, British str., for Saigon.
Felling, British str., for Saigon.
China, German str., for Saigon.

DEPARTURES.

February 19, TIAOGANDY, French steamer, for
Shanghai and Yokohama.
February 20, CRUSADER, British str., for Saigon.
February 20, ANNA WICHENHOF, German str.,
for Singapore.
February 20, DIODOR, British str., for Amoy.
February 20, TAIWAN, British str., for Saigon.
February 20, ZAFIRO, British str., for Manila.
February 20, FOKINA, British str., for Swatow.
February 20, THYRA, German str., for Saigon.
February 20, BRAUNCKWEG, German str., for
Europe.
February 20, CHINA, German str., for Saigon.

PASSAGERS.

Per Yangtze, str., from Shanghai.—For Hong-
kong.—Misses Holmes, Eliza, Cambridge, Helen,
Dunstan Glass, G. Galy, Carlisle, Helen, and
Sister, Roger, Carlisle, for Calcutta.
Misses, Mrs. Neatby, for Marseilles.—
Mr. and Mrs. Simpson, infant and nurse, Mr.
and Mrs. E. Major, Mrs. Blundin, anak and
infant, Messrs. A. Myburgh, W. E. Burr, F.
W. Bliley, and Alphonse Me, from Yokohama.
—For Hongkong.—Misses, Jean Hise, C. Ikeda,
Tomimura, Gaudambud, Moore, and Coffel, for
Marseilles.—Misses, Charles Berlin and Allain,
from Pekin.—For Hongkong.—Mrs. and Miss
Cargill, Miss Burdett, and Mr. Bevan.

DEPARTED.

Per BRUNSWICK, str., from Yokohama.—For
Singapore.—Capt. Peter Kooy, Mr. Nansen,
L. W. Avery, Mr. and Mrs. Nansen.—
Geno.—H. E. Adm. Koninkl. I. R. N. Lient.
Resident, I. E. N. From Shanghai.—For
Southampton.—Mrs. J. Weston and Family, for
Bremen.—Mr. Paul Hanson, from Hongkong.

—For Genoa.—Mr. and Mrs. Georg Mergen-
roth, and family, and Mr. Ludwig Kettner,
for Bremen.—Messrs. Conrad Bernhard and
Max Besser, for Southampton.—Mr. John
Muldrow, for Singapore.—Mr. Tong Ka Yoo.

REPORTS.

The British steamer Souchow, from Kobe 13th
February, reported experienced first part strong
westerly gales and cloudy, thick weather; latter
part variable with heavy rain squalls.

AMOT SHIPMING.

February 19, AUTHAIAL.
9. Nansen, British str., from Foochow.
10. Hulan, British str., from Hongkong.
10. Yungching, Chinese str., from Swatow.
10. Mogul, British str., from Foochow.
14. D'Avantie, British str., from Chico.
14. Therese, German bark, from Chico.

February 20, DEPARTURE.

Per Bremen, German str., for Chefoo.
10. Nansen, British str., for Swatow.
10. Hulan, British str., from Foochow.
10. Yungching, Chinese str., for Shanghai.
11. Mogul, British str., for New York.
14. Ping Ching, C. R. cruiser, for Lighthouses.
15. Barco, British bark, for Taiwan.
15. Eason, British bark, for Kelung.

NO MORE TOOTHACHE
use the
DENTIFRICE Elixer POWDER and PASTE

E. F. E. BENEDICTINES
of the ABBAYE DE SCELLES (Gironde, France)

DOM. MAGELLONE, Prior
2 GOLD MEDALS: BIRMINGHAM 1884

THE HIGHEST REWARDS

Invented in the year 1873 by the Prior Fierres.

BOURKEAT.

The daily use of a few drops of the DENTI-
FRICE Elixer, prevents and cures the decay of
the teeth, which are whitened and consolidated,
while the gums are perfectly fortified and
restored.

It is a real service rendered to our readers
to point out to them this old and useful preparation,
the most CORTATIVE, and the ONLY PRESER-
VATIVE from all DENTAL DISORDERS.

EST. 1807

General Agent: S. J. Huguet, 3
Bourkeat.

Dapto in Hongkong.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

Sold by all Chemists, Perfumers, Hair-
dressers &c.

143-2

EPILEPSY, Hysteria, Convulsions and all
Nervous Diseases are radically cured by
the use of LAROYENNE'S and nervous
solutions.

Chemist of the Paris Academy of Medicine.

THIS MODE OF TREATMENT was experienced
by Dr. FERMI, in his medical department; by Dr.
FAUVEL; at Dr. BIANCHI's private hospital,
member of the Academy and by Dr. RABENHORN,
member of the Paris Academy of Paris,
and Director of France.

These eminent Doctors have ascertained of
the constant and radical decrease of the fits,
which are soon after radically cured.

This Preparation is combined with Sal Am-
monia and Oxide of Thyle.

Price of a Bottle for France, 20 fr.

The Treatment is never to be continued after
three or four weeks at the utmost and 4 Bottles

are sufficient.

General Agent: A. LAROYENNE'S, Place
Royal, CLERMONT-FERRAND (France) and at
all Chemists.

139

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road

East, has PRIVATE BOARD and RE-
SIDENCE for Single Men or Married Couples
at reasonable rates.

Hongkong, 14th October, 1887.

PHOTOGRAPHY.

H. UYENO, JAPANESE PHOTOGRAPHER,

well known in Nagasaki, will OPEN a

STUDIO on THURSDAY, the 1st December,

1887.

TOP OF ICE HOUSE,
QUEEN'S ROAD.

Hongkong, 25th November, 1887.

[229]

INTIMATIONS.

LIFE ASSURANCE.

FOR many years the STANDARD LIFE
OFFICE has paid away upwards of Half
a Million Pounds Sterling per Annum in
Death Claims. Its Funds steadily in-
creasing, exceed £5 Millions, and have in-
creased over 50 per cent. in the last six
years. The New Assurances on carefully
selected Lives for the last five years have
been in excess of the Business transacted,
by any of the Scottish Life Offices. The
Business is conducted with economy, the
premiums are moderate, and the condi-
tions will be found liberal.

Forms of Proposal on application to the

BORNEO COMPANY, LIMITED,

Agents, Hongkong.

903-21

LANE, CRAWFORD & CO.

2, 20TH FEBRUARY.

FOR SALE.

SMITH'S GLASGOW
TOBACCO'S.

1888

SMITH'S CUT NAVY.

SMITH'S FLAKED GOLD LEAF.

SMITH'S GLASGOW MIXTURE.

SMITH'S GOLDEN BIRDSEYE.

LANE, CRAWFORD & CO.

Hongkong, 15th February, 1888.

W. BREWER HAS JUST RECEIVED

Under the last Social Photographs, by

Graville Mayne.

Young, F. D., and

Dohler's Old Dramatist.

Colquhoun's Acres Chrys., Cheap Ed.

Engels, Heugens—Zola.

Globe Encyclopedia, & Calf.

Steam Engine by Bourne.

Burnett's Palming.

Ethical Import of Darwinism.

Mastiffs' Chant.

Peacock's British Anna.

Bentley's Dictionary of Universal Information.

Penley's Water Colour Painting.

Classical and Foreign Quotations.

Colonial Travellers in Mongolia and China

Large Assortment of Water Colours in Boxes.

Large Assortment of Oil Colours in Boxes.

An Assortment of Pretty Glass Ware.

Cap Burton's Canances.

Blackie's Dictionary of Place Names.

New Violin and Piano Music.

Large Quantity of Cheap Literature.

New Songs and Dance Music.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.

1888

KELLY & WALSH, LIMITED

NEW BOOKS AND NEW EDITIONS.

VOLUP, Universal Language of, containing

the Principles of Grammar and Syntax and

a Vocabulary of 3,000 Words by John A.

Van Aalst, \$2.

A. E. Wilson, "Wing: A Tale of Fishing," by

Chambers, Foreign.

China's Social Political and Religious Life,

by G. Eng. Simon.

Ling Nam or Interior Views of Southern

China, by B. C. Henry.

The Dragon, Image and Demon, by H. C.

Du Bois.

The Cross and the Dragon, by B. C. Henry.

Jameson's Text Book of Steam and Steam

Engines.

Blackie's Legal and other Lyrics.

Gilbert & Sullivan's Birthday Book.

Salomon's Management of Accumulators.

Whittaker's Almanack, 1888.

Boulle's Almanack.

Brace Shepherd's Hongkong Almanack.

Calvert's Mechanics Almanack.

Christmas Number of the Queen's War.

Wade's "Ency. of Eng.," New Ed. 5 Vols. S.

Over Baile's Cantones Moda Easy.

Dr. Cantlie's Text Book of Naked Eye

Dr. Cantlie's Accidental Injuries, their re-
lief and immediate treatment.

Dr. Cantlie's Degeneracy of Londoners.

Useful Hints for Sea-Going Engineers.

Thom's Engineers' Extra First Class Ex-
aminations.

Thompson's Manual of the Sartan.

KELLY & WALSH, LTD., HONGKONG.

1888

J. M. A. B. I. N. B. R. K.

MANUFACTURES OF

FURNITURE AND UPHOLSTERY

Begs to inform the Public that has removed

to COLLEGE CHAMBERS,

10, Queen's Road, Hongkong.

1888

INTIMATIONS.

GOVERNMENT NOTIFICATION.

888. NOW READY. 1888.

THE CHRONICLE AND DIRECTORY FOR 1888,

With which is incorporated

THE CHINA DIRECTORY.

(TWENTY-SIXTH ANNUAL ISSUE),
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
ROYAL SIZE, PP. 1,200.—\$5.00.
SMALLER EDITION, RY. SIZE, PP. 330.—\$3.00.THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.It contains DESCRIPTIVE and STATISTICAL
ACCOUNTS, and DIRECTORIES for
HONGKONG.—Kobe (Hiroo).
D. L. Adams' Directory Osaka.
D. Bowdler's Directory Yokohama.

D. Bowdler's Military Forces—Yokohama.

MACAO.—Macao.

CHINA.—Ningpo, Ningpo.

Pekin.—Pekin.

Tientsin.—Tientsin.

Island is used for it and the stock is something fearful. They have put one near my place and sometimes it is enough to stifle one, although it is on a small scale. I assure Dr. Manson that I will do my best to notice it.

Dr. Mansan—When he had noticed it. Some years ago when Captain Thomas lived at Nau-nau Sato, his family had intermittent fever. Do you know anything of the circumstances?

Mr. Bowdler—No.

Dr. Jordan—Where would you suggest the rubbish should be burnt instead of Green Island?

Mr. Bowdler—I would take it out to sea, take it to a wharf, and then have it washed away.

Dr. Mansan—When he had noticed it. Some years ago, during the time of Mr. Cleverly, the rubbish was carried away, the night before the ship was to leave.

Dr. Mansan—And dumped into the sea?

Mr. Bowdler—It was taken out to sea, up the Canton River. The night soil was sold. It was collected by men—men who were paid by the quantity he collected. It was put in boats and sent up river until it reached the Canton River. That was in the time of Mr. Cleverly. When Hong Kong was one of the most healthy places in the world, the death rate was about 15 per 1,000.

Dr. Mansan—What was that?

Mr. Bowdler—About 1848. When Sir Richard MacDonnell came to the colony, he wanted to study economy and all those things were arranged.

Dr. Mansan—Had you ever cholera in Mauritius?

Mr. Bowdler—Yes.

Dr. Mansan—Don't you think open drains were a great nuisance in cholera epidemics?

Mr. Bowdler—There has been no cholera there since 1862. They had it in 1853, 1859, 1861 and part of 1862.

Dr. Mansan—Were there open drains there then?

Mr. Bowdler—Yes, just the same as now.

Dr. Mansan—Don't you think the present system of open drains will still be very dangerous in the event of an attack of cholera?

Mr. Bowdler—Cholera will never attack Hong Kong as long as the Chinese continue to burn joss sticks.

Dr. Mansan—You could not furnish me with any details, but I have heard of such.

Mr. Bowdler—Just as if it was destroyed, perfectly cremated, it might be good; it only smokes now.

Dr. Mansan—Would you ascribe the fever in Stanley and Aberdeen to the same cause, the burning of rubbish?

Mr. Bowdler—I don't think so.

Dr. Mansan—What would you say was the cause of fever at Aberdeen? It is well known to be a place for fever.

Mr. Bowdler—Yes, but the fever is rather of a different kind, is it not?

Dr. Mansan—That is open to question.

Anyways, you think the cause would be quite different from what it is on this side of the island?

Mr. Bowdler—I think so.

This closed the evidence.

The Chairman said he thought they might now adjourn, and the next thing would be to consider the report. He added what would be a convenient day for the next meeting.

Dr. Mansan said he thought one or two of the members ought to be appointed to draw up a draft report.

The Chairman said he thought the mode of procedure should be for the members to agree to certain general principles, and then appoint a committee of the Commission to draw up the draft report. Another question was whether they ought to do that individual, because they were members of the Commission.

On this point several of the members expressed themselves in favour of the consideration of the report as it stood with open doors, but the master was left undecided.

Dr. Mansan said that if they postponed the report, the reason for doing so was it would be left to pass.

Dr. Mansan said the Commission had not taken very long over its inquiry—it had only sat three months.

The Chairman said he had heard of a similar commission which had lasted sixteen months. The Commission then adjourned till the 26th instant.

THE LOSS OF THE BRITISH STEAMER "ARDAY."

MARINE COURT OF ENQUIRY.

A Marine Court was held at the Harbour Master's office yesterday to enquire into the circumstances attending the stranding of the British steamer *Arday* on Cape Batangan on the 13th December last. The Court was composed as follows:—Hon. G. T. Thompson, R.N. (President); Mr. E. B. Parker, Esq. (Counsel); Mr. Joe. Macfie, master of British steamer *Oceanic*; Mr. D'Avarens, master of the British steamer *Wingfield*; and Mr. W. H. Watson, master of the British steamer *Baloo*.

The President said he had received the letter of Captain Cook asking for a Court of Enquiry to be held, following the evidence was taken.

Alexander Cook, late master of the *Arday*, said—He is a mate of a contractor, No. 97,534 obtained at Aberdeen in 1873. I was in command of the *Arday*, tonnage 10,770 tons. I left Hong Kong on the 13th December with about 150 tons of cargo and 210 tons of water ballast. We were bound for Bangkok. The vessel consisted of myself, two mates, three engineers, six seamen, a boat crew, and an officer. On the 14th at 8 p.m. we altered the course to S. by W. and kept this course till midnight on the 14th, when we again changed to S. by W. The chart produced was the only one of that part of the coast we had on board. It is corrected to 1856. We did not see any land after leaving the Gap Rock until the ship struck, about 4.15 a.m. on the 15th. The wind was from the N.E. and was below 10 m.p.h. When we left Hong Kong the weather was fine. Towards midnight on the day we left we began to get cloudy weather, strong N.E. winds, and considerable sea. At that time we were going at a slow and a half knots. From the Gap Rock up till after midnight I was steering S. by W. and from then about 8 p.m. on the 14th I was on deck. The weather was very dark and dirty. About 4.15 a.m. a large breakwater broke on the port quarter. I immediately stopped the engines, because I knew the ship was aground. I then left the bridge to call the captain. The captain came on the bridge and gave the order to put the engines full astern before the ship struck. I followed the engines to put full astern before the ship struck. The ship struck the bridge. The sea broke heavily over the ship for some time. At no time while we were lying by the ship would it have been possible to have had an anchor. At 8 p.m. on the 14th we were steering S. S. W. Half an hour later the captain altered the course to S. by W. and at mid night the course was again altered to S. by W. by Capt. St. Croix. There was a man on the bridge when the ship struck. He did not observe my view while I was on the bridge. John McLeod said—I was second mate of the *Arday*. I held a master's certificate, No. 69, obtained in Calcutta in 1876. I joined the *Arday* in Hong Kong on the 9th December last. My last ship was the *Moyne*. Left Hong Kong on the 13th December. I kept steering with the chief engineer and the chief mate, and the ship struck at 11.30 p.m. on the 14th December.

The case was remanded to Mr. Noronha's evidence.

FEELING CRACKS. Twenty-one cases of firing crackers were brought before the Court, in each of which a fine of \$5 or seven days' gaol was inflicted.

The Court after a deliberation of about half an hour returned the following:—

1.—We find that the British steamer *Arday*, of 10,770 tons, official number 88,960, of Aberdeen, of which Alexander Cook, the number of whose certificate of competency is 97,534, was master, left Hong Kong on the 13th December, 1873, with 150 tons of cargo and 210 tons of water ballast.

We were bound for Bangkok. The vessel consisted of myself, two mates, three engineers, six seamen, a boat crew, and an officer. On the 14th at 8 p.m. we altered the course to S. by W. and kept this course till midnight on the 14th, when we again changed to S. by W. The chart produced was the only one of that part of the coast we had on board. It is corrected to 1856. We did not see any land after leaving the Gap Rock until the ship struck, about 4.15 a.m. on the 15th. The wind was from the N.E. and was below 10 m.p.h. When we left Hong Kong the weather was fine. Towards midnight on the day we left we began to get cloudy weather, strong N.E. winds, and considerable sea. At that time we were going at a slow and a half knots. From the Gap Rock up till after midnight I was steering S. by W. and from then about 8 p.m. on the 14th I was on deck. The weather was very dark and dirty. About 4.15 a.m. a large breakwater broke on the port quarter. I immediately stopped the engines, because I knew the ship was aground. I then left the bridge to call the captain. The captain came on the bridge and gave the order to put the engines full astern before the ship struck. I followed the engines to put full astern before the ship struck. The ship struck the bridge. The sea broke heavily over the ship for some time. At no time while we were lying by the ship would it have been possible to have had an anchor. At 8 p.m. on the 14th we were steering S. S. W. Half an hour later the captain altered the course to S. by W. and at mid night the course was again altered to S. by W. by Capt. St. Croix. There was a man on the bridge when the ship struck. He did not observe my view while I was on the bridge.

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We were bound for Bangkok. The vessel consisted of myself, two mates, three engineers, six seamen, a boat crew, and an officer. On the 14th at 8 p.m. we altered the course to S. by W. and kept this course till midnight on the 14th, when we again changed to S. by W. The chart produced was the only one of that part of the coast we had on board. It is corrected to 1856. We did not see any land after leaving the Gap Rock until the ship struck, about 4.15 a.m. on the 15th. The wind was from the N.E. and was below 10 m.p.h. When we left Hong Kong the weather was fine. Towards midnight on the day we left we began to get cloudy weather, strong N.E. winds, and considerable sea. At that time we were going at a slow and a half knots. From the Gap Rock up till after midnight I was steering S. by W. and from then about 8 p.m. on the 14th I was on deck. The weather was very dark and dirty. About 4.15 a.m. a large breakwater broke on the port quarter. I immediately stopped the engines, because I knew the ship was aground. I then left the bridge to call the captain. The captain came on the bridge and gave the order to put the engines full astern before the ship struck. I followed the engines to put full astern before the ship struck. The ship struck the bridge. The sea broke heavily over the ship for some time. At no time while we were lying by the ship would it have been possible to have had an anchor. At 8 p.m. on the 14th we were steering S. S. W. Half an hour later the captain altered the course to S. by W. and at mid night the course was again altered to S. by W. by Capt. St. Croix. There was a man on the bridge when the ship struck. He did not observe my view while I was on the bridge.

He concluded the evidence.

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